9 Recommendations

Based on the previous chapters of this master plan, this chapter describes the general bikeway system improvements recommended for the City of Chula Vista.

The following recommendations are intended to take advantage of existing and programmed roadways and existing bicycle facilities to resolve cyclists' concerns for safety and connectivity. The City of Chula Vista has an almost complete system of Class 2 bikeways along its major roadways in the eastern portion of the City, and expects to have Class 2 facilities installed on the as-yet unbuilt major roadways as well. Implementation of the programmed major roadways will provide greater choice in Class 2 routes between different sections of Chula Vista. Full implementation of the programmed Class 2 facilities would provide a relatively complete Class 2 system.

Class 3 routes crisscross Chula Vista's older western section, whose configuration best fits the traditional grid street pattern with its frequently limited rights-of-way. There are currently no Class 3 routes east of I-805 and one additional Class 3 route is proposed.

There are short but important gaps in the bikeway system, especially over the Sweetwater River. Two such potentially important gaps are the crossings at Willow Street and Broadway, where existing roadway bridges are narrower than the connecting roadways. (See Figure 9-1: Existing and Proposed Bikeway Facilities.) However, widening of the Willow Street bridge has been programmed.

Chula Vista already has an extensive system of Class 2 and 3 routes and the City will have a substantial amount of land designated as open space. Chula Vista currently has three Class 1 facilities. The Bayshore Bikeway will be substantially Class 1 and the potential exists for creating a Class 1 path within a utility easement. The proposed Greenbelt should also take advantage of the opportunities presented by the open space.

9.1 Bikeway Facility Map

The existing bikeway system was derived from SANDAG's regional bikeway GIS data, the 1996 City of Chula Vista *Bikeway Master Plan* and field analysis. (See Figure 9-1: Existing and Proposed Bikeway Facilities.) The facilities shown in Figure 9-1 represent a number of types of bikeways to benefit bicycle use in general. The following sections describe these bikeway components in detail.

9.2 Class 1 Facilities (Segments 1 - 3)

Class 1 bikeways (frequently referred to as bike paths) are facilities with exclusive right-of-way for bicycles and pedestrians with cross flows by motor vehicles kept to a minimum. They are physically separated from motor vehicle routes.

A wide physical separation is recommended where a Class 1 facility parallels a motor vehicle route. Any separation of less than five feet from the pavement edge of a motor vehicle route requires a physical barrier to prevent cyclists from encroaching onto the roadway. Anywhere there is the potential for motor vehicles to encroach onto a Class 1 bicycle facility, a barrier should be provided. Class 1 routes immediately adjacent to a street are not recommended because many cyclists will find it less convenient to ride on this type of facility as compared to streets, especially for utility trips such as commuting. Other reasons that Class 1 routes immediately adjacent to a street are not recommended is because they can encourage wrong way riding on the street and can create safety problems at intersection crossings.

Unlike on-street facilities that already have defined minimum design speeds, the minimum design speed of Class 1 facilities is a factor to consider. In general, the minimum design speed should be 20 m.p.h. Speed limits may also be implemented and are generally 10 or 15 m.p.h.

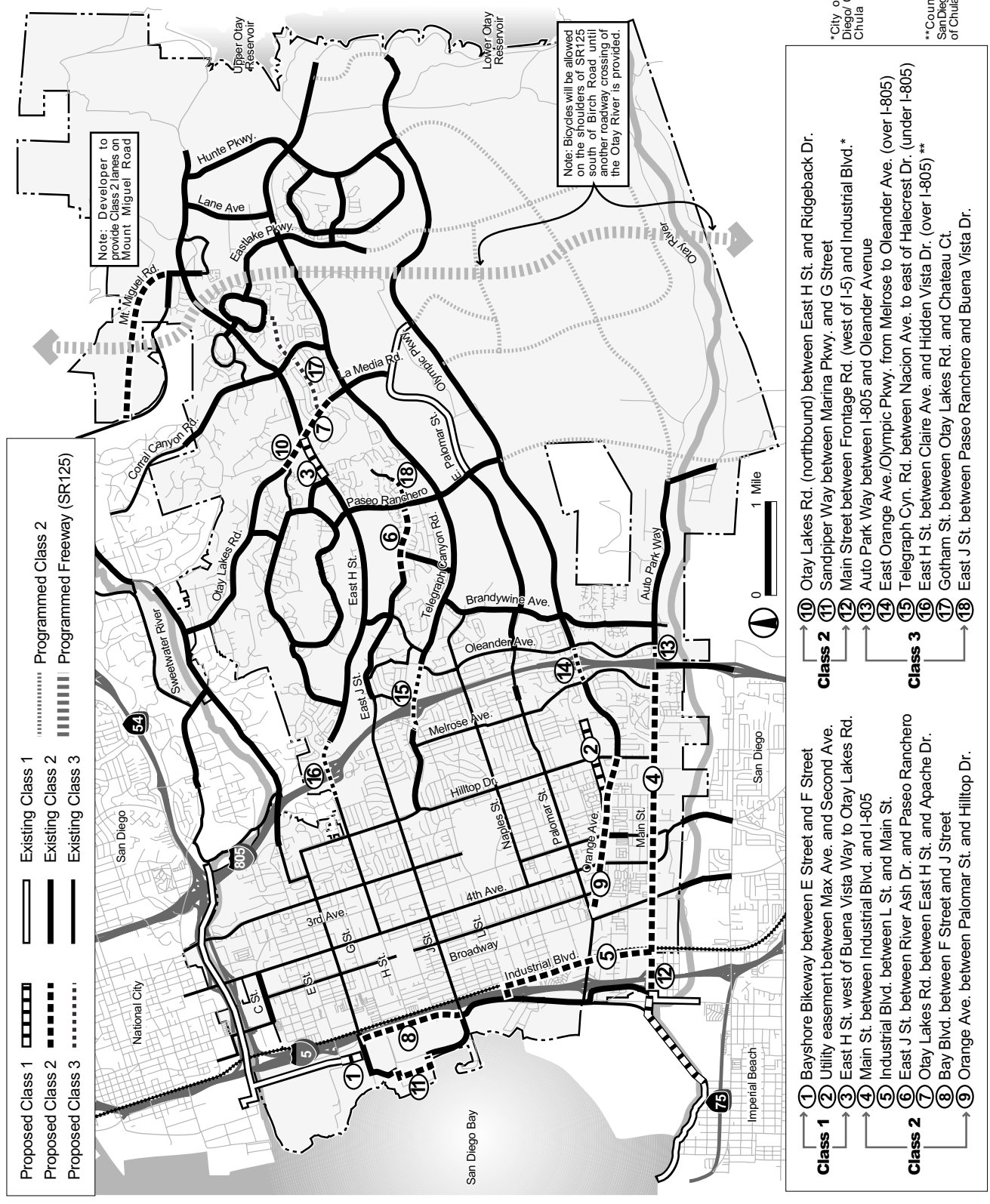
Opportunities exist for the installation of two Class 1 facilities that would not only provide the relaxed recreational atmosphere associated with an off-street facility, but could also improve commuter connections. Normally, Class 2 facilities are preferred for transportation or commuting purposes. However, if no available roadways exist through an area, these Class 1 facilities can be useful to commuters. Together, these facilities could fill in any gaps in the current system where topography and lack of facilities may currently limit access. (See Figure 9-1: Existing and Proposed Bikeway Facilities.)

The Class 1 routes proposed in Figure 9-1 would be designed for multipurpose use versus the generally unpaved surface treatment endorsed for most informal trail facilities. The paths should be wide enough (8 feet minimum) to accommodate multiple user types and should include an unpaved side path (2 to 4 feet) for users who prefer a softer trail. Pav-

Existing and Proposed Bikeway Facilities

Chula Vista Bikeway Master Plan Update - 2005

Figure 9-1



ing is recommended for these specific routes to maximize their value for recreational and transportational cycling in Chula Vista.

9.2.1 Bayshore Bikeway (Segment 1)

Though not all within the Chula Vista city limits, completion of the Class 1 portions of the Bayshore Bikeway to Imperial Beach would be a boon to local and regional cyclists. The Bayshore Bikeway will circumnavigate San Diego Bay within the rights-of-way of the existing rail line and within roadways where the rail line does not exist. The facility will be a paved, multi-use, regional route connecting the coastal cities around San Diego Bay. The remaining portion within Chula Vista is a short segment between E and F Streets.

Bayshore Bikeway: View north near Sweetwater Marsh

9.2.2 Utility Easement (Segment 2)

Questionnaire respondents and City staff suggested evaluating the potential for a Class 1 bikeway route or using an existing dirt road as an unpaved trail within a utility easement. Some segments of this easement already support a significant level of pedestrian usage, so any designated route would be considered a multi-use route, not just a bikeway facility.

Initial aerial photo analysis indicated the possibility of a nearly continuous off-street route from near Industrial Boulevard to the eastern city limits near Proctor Valley Road. There appeared to be a nearly continuous dirt road within the easement. However, field review through the eastern half of the easement revealed this road crosses several major streets and, even more importantly, significant sections traverse steep grades.

The easement section that runs from Orange Avenue through SDG&E Park and Loma Verde Park to Max Avenue has the gentlest grades. Fairly large numbers of students use the segment between Orange Avenue and Castle Park High School, and some students use a steep trail toward Melrose Avenue. East of I-805 the easement continues northeast through Greg Rogers Park and Sunbow Park, crossing several streets and steep canyons. The topography east of Max Avenue is generally too steep for Class 1 designation. In addition, especially within the western reaches, not all of the easement is open space. Available easement space west of Second Avenue is actually very limited due to residential, commercial and industrial development and drainage channels. It was also noted during recent field review that some of the easement sections had few existing “informal” trails, indicating these areas receive little use, probably due to limited accessibility. It was actually difficult and sometimes impossible to stay within the easement when traveling east from Third Avenue due to drainage channels, security fencing and existing development.

Unless a contiguous segment of Class 1 route can be implemented that connects two or more destinations or other bikeway facilities, or satisfies cyclists’ transportational needs, there would be little point in designating such a facility. Further field review revealed that the utility easement from Max Avenue to approximately 600 feet west of Second Avenue was a feasible section for a Class 1 facility.

View of utility easement from Palomar Street at I-805

Utility easement gate on Max Avenue

SDG&E Park within utility easement near First Avenue

Utility easement crossing Greg Rogers Park

Therefore, recommendation for Class 1 designation was confined to this section between Max Avenue to just west of Second Avenue. The west end would terminate within a few blocks of the South Chula Vista Library on Orange Avenue and the east end would pass close to Castle Park High School and terminate at the Rienstra Sports Fields complex at the east end of Loma Verde Park. Most of this segment between Max Avenue and First Avenue lies within SDG&E Park and has paved paths, as well as a signalized pedestrian crossing on Hilltop Drive.

Even though much of the easement east of Max Avenue is simply too steep to allow Class 1 route designation, these sections could still be used as an unpaved trail and connect with the proposed greenbelt trail system. Much of the easement's existing dirt access road can probably function adequately as a trail without significant modification.

9.2.3 East H Street between Buena Vista Way and Otay Lakes Road (Segment 3)

This is an unusual Class 1 facility because it provides parallel paths on either side of a major roadway. It would take advantage of available right-of-way and an existing facility on the eastbound (south side) to provide a safer route, especially for eastbound cyclists, including students turning south onto Otay Lakes Road on their way to Southwestern College.

9.3 Class 2 Facilities (Segments 4 - 12)

Class 2 bikeways (often called bike lanes) are one way facilities within roadways placed next to the curb for the preferential use of bicycles within the paved area of streets. They are designated by striping, pavement markings and signage. Class 2 facilities must be at least five feet wide where no parking occurs and six feet wide where parking does occur. Class 2 facilities are in place primarily throughout the eastern portion of the City of Chula Vista and are planned on all programmed major roadways.

West Main Street

9.3.1 Main Street between Industrial Boulevard and I-805) (Segment 4)

This route would connect the proposed Industrial Boulevard Class 2 lane with the existing Class 2 lane on Bay Boulevard and the Bayshore Bikeway directly to the west, as well as provide a connection to the eastern section of the City east of I-805. This route will be served by an interim Class 3 route due to current on-street parking needs and limited curb lane width. This project will be constructed in conjunction with a future street widening project since additional right-of-way acquisition and utility relocation is required.

9.3.2 Industrial Boulevard between L Street and Main Street (Segment 5)

This is currently an undesignated roadway running parallel with I-5 just east of the freeway. Class 2 designation would give particularly commuting cyclists an alternative to using the Bayshore Bikeway. This is likely to be especially preferable for commuting cyclists since the Bayshore Bikeway will attract a significant proportion of recreational users. Prior to implementing a Class 2 bikeway facility, it may be desirable to install a curb and gutter along the east side of this roadway due to the unevenness of the asphalt edge. Also, portions of the eastern edge abut areas of railroad bed ballast rock. This segment includes the small segment of L Street west of Industrial Boulevard.

Industrial Boulevard: Note rough edge on east side

9.3.3 East J Street between Paseo Ladera and Paseo Ranchero (Segment 6)
This is a Class 3 section of East J Street which is a Class 2 facility west of this location. Upgrading this section to a Class 2 facility would make this a more consistent facility.

9.3.4 Otay Lakes Road between East H Street and Apache Drive (Segment 7)
This is a Class 3 section of Otay Lakes Road adjacent to Southwestern College. It is a Class 2 facility north and south of this location. Upgrading this section to a Class 2 facility would make this more consistent with the remainder of local roadway conditions and better serve a potentially significant trip destination.

9.3.5 Bay Boulevard between F Street and J Street (Segment 8)
This is an undesignated section of Bay Boulevard which is otherwise designated as a Class 2 facility. There is sufficient paving width to fully stripe the roadway with a Class 2 bikeway facility.

9.3.6 Orange Avenue between Palomar Street and Hilltop Drive (Segment 9)
Orange Avenue between Palomar Street and Hilltop Drive accesses the South Chula Vista Library. Orange Avenue/Olympic Parkway is Class 2 throughout most of its length except for this section (and Segment 14). Continuing Class 2 lane striping would give cyclists more visibility on a more consistent facility.

9.3.7 Otay Lakes Road (northbound) between East H Street and Ridgeback Drive (Segment 10)
Otay Lakes Road has Class 2 lanes along its entire length except for the east side of this section (and Segment 7 near Southwestern College). Continuing Class 2 lane striping would give cyclists more visibility on a more consistent facility.

9.3.8 Sandpiper Way between Marina Parkway and G Street (Segment 11)
This existing Class 3 segment lies in the midst of what is otherwise a Class 2 bikeway facility. It will be part of the planned Bayshore Bikeway route and falls within Port District tidelands jurisdiction.

Continuing Class 2 lane striping would provide cyclists a consistent facility through this popular area. Implementation as a Class 2 may rely on removing on-street parking, and this is a distinct possibility since the Port District is encouraging off-street parking as planned redevelopment occurs in this area. This segment reflects the revised routing planned for Marina Parkway by the Port District.

9.3.9 Main Street between Industrial Boulevard and Frontage Road west of Interstate 5 (Segment 12)
This segment would connect the proposed Segment 5 on Industrial Boulevard to the Bay Boulevard and the Bayshore Bikeway. Due to existing curb widths, an interim Class 3 bike route will be provided. Most of the northern portion of this project lies within the City of San Diego city limits, but provides connectivity to Chula Vista.

Bay Boulevard: Completing Class 2 lane striping is recommended

9.3.10 Improvements to Existing Facilities

Some questionnaire respondents noted narrow bridges as a problem in Chula Vista. A general improvement to the Class 2 facilities is the provision of more roadway width on freeway bridges and underpasses. It is common to find that the bikeway facility ends prior to the roadway segment crossing a bridge or underpass and sometimes to have the curb pinch inward, eliminating the previously available space for cyclists. In addition, some bridges have high curbs that could potentially catch a cyclist's pedals, especially if the cyclist was attempting to stay far to the right to avoid the motor vehicles on a narrow bridge. Coordination with Caltrans on bikeway projects adjacent to freeways should continue.

In general, there are a number of solutions short of the ideal, which would be to actually widen the bridges or underpasses. In some cases, the lanes could be restriped, the sidewalk width decreased or a lane of traffic eliminated. In other situations where the motor vehicle volumes and turning movements are particularly heavy enough to create difficult cycling situations, alternative routes can be provided. In most cases in Chula Vista, there are alternate interstate crossing points within half a mile.

Another issue is the lack of bikeway facilities on much of Broadway. Cyclists are currently accommodated by Class 3 routes on nearby parallel streets with significantly lower vehicular traffic volumes. The City's long-term goal for Broadway is to minimize the need for on-street parking by encouraging redevelopment to provide off-street parking. If a landscaped median was planned for the length of Broadway, it would improve safety for all users by limiting left turning movements to intersections.

9.4 Class 3 Facilities (Segment 13 - 18)

In general, rerouting cyclists to alternate parallel streets is not the optimum solution to providing efficient bikeway facilities, but it is reasonable where there are multiple problems with the primary roadways and readily available alternate parallel routes nearby. Class 3 bikeway facilities serving the Broadway and Third Avenue corridors should probably continue to be located on adjacent parallel roadways such as Second and Fourth Avenues due to the existing roadway widths, ADTs, motor vehicle parking and curb cuts. On the other hand, the first four Class 3 facilities listed below cross I-805, but Class 2 facilities are preferred in such situations and should be implemented when feasible.

9.4.1 Auto Park Way between Interstate 805 and Oleander Avenue (Segment 13)

This segment would provide an access across I-805 and will connect the existing Class 2 facilities to the east and the proposed Segment 4 to the west. This project is to be completed as part of an interchange widening project.

9.4.2 East Orange Avenue/Olympic Parkway between Melrose Avenue and Oleander Avenue over Interstate 805 (Segment 14)

Orange Avenue/Olympic Parkway between Melrose Avenue and Oleander Avenue passes over Interstate 805. Orange Avenue/Olympic Parkway is Class 2 throughout most of its length (except for Segment 12). Continuing Class 3 designation and signing would give cyclists more visibility on a more consistent facility while traversing the passage over I-805.

A joint Caltrans/City of Chula Vista bridge widening project will add an additional turning movement; a straight through/optional right turn lane that would eliminate the possibility of Class 2 lanes through this interchange.

This turning movement is one of the most difficult for cyclists to navigate because they cannot determine whether a driver will be turning right or continuing straight through. This type of turning movement is strongly discouraged if an interchange contains a bicycle facility. If, however, traffic volumes require this type of turning movement, extra width needs to be provided in this lane to allow the bicyclists to share the lane. It should also be noted that the optional right turn movement does not always function very well, especially during rush hours when the lane becomes a right turn only lane and motorists wanting to make the straight through movement become stuck in a queue.

9.4.3 Telegraph Canyon Road between Nacion Avenue and Halecrest Drive under Intestate 805 (Segment 15)

This is an undesignated section of Telegraph Canyon Road passing under I-805. The roadway is a Class 2 facility east and west of this location. Continuing Class 3 designation and signing would give cyclists more visibility while traversing the passage under I-805. A Caltrans ramp metering project and limited curb lane width requires Class 3 designation.

9.4.4 East H Street between Claire Avenue and Hidden Vista Drive over Interstate 805 (Segment 16)

East H Street between Claire Avenue and Hidden Vista Drive passes over Interstate 805. East H Street is Class 3 to the west and Class 2 to the east. Only this small segment is undesignated. Continuing Class 3 designation and signing would give cyclists more visibility while traversing the passage over I-805. The northern portion of this project lies within County of San Diego jurisdiction.

9.4.5 Gotham Street between Otay Lakes Road and Chateau Court (Segment 17)

Gotham Street and Chateau Court connect the core of the EastLake development and Southwestern College. It is a lightly traveled roadway with a 25 m.p.h. posted speed limit. A Class 3 bike route would provide cyclists a more direct route between EastLake and the college than the current next nearest route, East H Street, which is a major arterial with 35 and 45 m.p.h. posted speed limits and high traffic volumes. A wall across the roadway just east of Lehigh Avenue would have to be breached, preferably with an opening sized to prevent motor vehicle access.

9.4.6 East J Street between and Paseo Ranchero and Camino Calabazo (Segment 18)

This is a small Class 2 section of East J Street, which is a Class 2 facility west of this location, and appears to be very lightly traveled. Converting this section to a Class 3 facility would provide much-needed on-street parking.

9.5 Other Bicycle Facilities

9.5.1 Undesignated Bike Facilities

These routes are indicated on bikeway system maps only, without physical signage or striping. No undesignated bike facilities are proposed in this bikeway master plan update. Typically, undesignated routes are most useful in more densely populated urban areas, but western Chula Vista's typical block size and the number of Class 3 facilities should allow the City's bikeway system to function without the need for this type of facility. However, any bikeway system should make as many streets as possible bicycle-friendly.

9.5.2 Urban Access Pathways

In some cases, opportunities to increase intermodal transit use may be available simply by providing convenient access between transit centers and bikeways where none yet exists. Where these urban access paths may prove useful, they would require development of multi-use pathways for non-motorized use

because they would naturally attract pedestrian use as well. Therefore, multi-use standards should be implemented in the design of these access paths.

9.5.3 Connections to Urban Centers

Among the criteria used in the selection of routes for this bikeway master plan was the definition of activity and employment centers, as well as GIS evaluation of population and employment densities. These types of data probably best represent what could be called "urban centers." Using this data, new bikeway routes were evaluated to provide the most direct connections possible between these urban centers and the existing transit centers. In many cases, existing bikeways already ran adjacent to transit centers, or an adjacent undesignated roadway was determined to be a candidate route.

9.5.4 School Access Paths/Routes

In most cases, some students at any particular school will get there by bicycle. Many of these children are not experienced, knowledgeable or comfortable with riding on streets in the midst of motor vehicle traffic. For them, alternate routes should be designated to access schools from the surrounding neighborhoods they serve. These routes would utilize lightly traveled streets where riding would be unlikely to pose safety problems for themselves or other users. These routes should also be designed to cross arterials or other high volume streets, when necessary, at specific points with sufficient sight distances, crosswalks, pedestrian signals and, where appropriate, crossing guards. The students for whom these routes are designated should be encouraged to use them. (See Appendix B: Guidelines for Selecting Safe Routes to School.)

Bayfront/E Street Trolley Station: Existing bike lockers

9.5.5 Intermodal Facilities

For this bikeway master plan, intermodal facilities include bus stops, trolley stations and park and ride lots. These park and ride facilities need to be accessible to cyclists and should be equipped with bicycle lockers. The three trolley stations could also be improved by installing additional bicycle lockers, as demand requires.


Gotham Street wall

The existing intermodal facility system provides a reasonable level of connection between cycling and mass transit. New facilities should continue to provide the capability to take bicycles on board vehicles, either using exterior racks or inside the vehicles, and to continue to provide cyclists the choice to store them at transit centers, such as in lockers. This should apply to any extension of the existing trolley system and should also be included for the proposed Bus Rapid Transit (BRT) system.

9.5.6 Site-Specific Projects

Gotham Street/Chateau Court Wall

At least two questionnaire respondents wanted a bikeway facility connecting the EastLake area and Southwestern College campus. The street that could provide this connection, Gotham Street, was blocked just east of Lehigh Street by a seven-foot concrete block wall that cuts completely across the street, where on the other side it becomes Chateau Court. There is no provision for bicycle or pedestrian access on a route that directly connects a major residential development and a college.

Willow Street bridge

This blockage creates a significant out-of-direction distance increase that also forces cyclists and pedestrians to detour from a lightly used residential street that provides a direct connection between EastLake and Southwestern College, and instead travel most of the distance on a busy arterial, East H Street.

This wall blocks a public right-of-way and forces all users to follow a longer and less safe alternative route. Though this wall was probably intended to prevent increased motor vehicle traffic through the Gotham Street area as EastLake developed, its unintended consequence has been to cut off all access, including for cyclists and pedestrians. It is recommended that cutting a pedestrian-sized opening through the wall would benefit all non-motorized users attempting to make the connection between EastLake and Southwestern College.

9.5.7 Other Improvements

The incredibly low percentage of children getting to school by bike may simply be symptomatic of the overall decrease in physical activity, widespread dietary changes and more dispersed land use configurations over the last few decades. Parents also apparently no longer feel safe allowing their school age children to travel to and from school alone. A solution to this problem is beyond the scope of this update, but the situation does not bode well for the percentage of older children and adults who can be expected to use bicycles in the near future. Perhaps a Safe Routes to School program with parental involvement may help to encourage more bicycle use. (See Appendix B: Guidelines for Selecting Safe Routes to School.)

Existing Class 1 Bayshore Bikeway segment south of Chula Vista

9.6 Current Constraints to Cycling

The specific current constraints to cycling are generally physical, but there are other issues that may make some cyclists ride less and others not at all.

9.6.1 Narrow Bridges

Questionnaire respondents mentioned both the National Avenue/Broadway and Willow Street bridges as being uncomfortably narrow. The Willow Street bridge does not carry a high volume of traffic, but it feels very narrow because it is much narrower than Willow Street itself. This bridge is programmed for replacement and almost all pedestrians currently use an adjacent trail crossing to the east of the roadway.

9.6.2 Topography

Most arterial roadway segments in the eastern part of the City have gentle grades, especially in the ease-west direction, because they generally follow natural ridgelines. However, many of the north/south arterials have relatively steep grades because they cut across the ridges and dividing canyons. Some of these grades are long and steep. Though a small percentage of cyclists may actually seek out such routes, most would rather avoid them. Little can be done to alleviate this problem except to provide alternative routes to circumvent steep areas wherever possible. Even this may be difficult, since parallel routes would also be north/south.

9.6.3 Lack of Connectivity

Most of Chula Vista is served by a logical system of arterial roadways befitting the local topography, both in the hilly eastern portion and the flatter western portion of the City. As new development occurs, especially in the eastern area, this arterial pattern is expected to continue. City policy is to include Class 2 bikeway facilities on all major roadways. Experienced and commuter cyclists will welcome these routes.

There is, though, significant demand to complete the Bayshore Bikeway. Some respondents wanted to see completion of Bayshore Bikeway just to the south of Chula Vista. Though not all within Chula Vista, this next major project in the South Bay will replace the current routing along Palm Avenue in the City of San Diego and will extend the path at 13th Street in Imperial Beach to Bay Boulevard in Chula Vista using a combination of MTDB railroad right-of-way and adjacent berms that are part of the former salt extraction operation at the south end of the bay. This is the most direct commuting route between Imperial Beach and Chula Vista, but it is also scenic enough to appeal to recreational cyclists.

E. Palomar Street bridge over I-805

E. Naples Street undercrossing of I-805

E Street bridge over I-5

The completion of this project will be a milestone that local and regional recreational cyclists will celebrate. Completion will allow cyclists to ride from the Coronado Ferry Landing around the southern half of San Diego Bay on a combination of primarily Class 1 or lightly traveled Class 2 facilities. The only remaining section will be the Harbor Drive portion in National City and San Diego.

Several questionnaire respondents mentioned an additional Class 1 facility, the Sweetwater River Bikeway, which is partially within Chula Vista. It runs primarily along the north side of the river, and does not cross to the south side until it reaches unincorporated County land east of Chula Vista near the Plaza Bonita Mall which is its current eastern terminus. Respondents said they would like to see the route extended eastward and a commonly cited destination was Sweetwater Summit County Park.

Finally, like many cities, the interstate highways present significant problems in terms of connectivity. The distances between crossing points forces cyclists to plan east/west trips based on their locations. Even then, where underpasses and overpasses do provide access, the roadway is often narrow and cyclists using it are confronted with motor vehicles making their way to and from high speed vehicular off and on-ramps, often multi-lane. Not all of Chula Vista's interstate crossings have bikeway facilities. Like other issues, this was originally brought to light in questionnaire respondent comments and reviewed during field work.

Caltrans District 11 (San Diego County area) policy is to no longer allow high speed free right turns at interchanges. The Caltrans *Highway Design Manual* also generally discourages such turns because their primary purpose, high motor vehicle capacity, is usually defeated by additional controls required to enhance safety such as yield signs, stop signs or signal controls. Any proposed free right turns should be redesigned as 90 degree turns.

"Share the Road" signs are strongly recommended at freeway interchanges with bicycle facilities to warn motorists that they should expect to encounter cyclists.

Interstate 805

There are eight I-805 crossings within Chula Vista at intervals of roughly half a mile apart. Five are typical interchange under- or overcrossings, often with dual on- and off-ramps:

• E Street/Bonita Road: Class 2 undercrossing
• East H Street: Overcrossing - no facilities
• East L Street/Telegraph Canyon Road: Undercrossing - no facilities
• Orange Avenue/Olympic Parkway: Class 3 overcrossing
• Main Street / Otay Valley Road: Undercrossing - no facilities

There are three freeway crossings of I-805 without on- or off-ramps:

• East J Street: Class 3 overcrossing
• East Palomar Street: Class 3 overcrossing
• East Naples Street: Class 3 undercrossing

Freeway crossings without on- and off-ramps are undoubtedly preferred crossing locations for all cyclists, experienced or not. They provide safer crossings than typical interchanges because there are usually fewer motor vehicle turning movements and far less motor vehicle traffic overall than at typical interchanges. However, though they provide an opportunity to avoid typical interchange conditions, they can take cyclists well away from their intended route of travel. They fall far enough apart that they are not always convenient to cyclists.

Interstate 5
There are seven I-5 crossings within Chula Vista at intervals of roughly half a mile apart. Four are typical freeway interchange under- or overcrossings, sometimes with dual on- and off-ramps:

• E Street: Overcrossing - no facilities
• H Street: Overcrossing - no facilities
• J Street: Class 3 overcrossing
• Palomar Street: Class 3 overcrossing
Main Street: “Half cloverleaf” overcrossing without facilities

There are two freeway crossings of I-5 without on- or off-ramps:

• F Street: Class 2 overcrossing
• L Street: Overcrossing - no facilities

SR-125
Bicycle access across SR-125 will be via planned Class 2 lanes. Cyclists will also be allowed on the shoulders of SR-125 on an interim basis, between Birch Road and Otay Mesa Road, until another roadway crossing of the Otay River becomes available. The following are planned interchanges:

• Mount Miguel Road overcrossing
• East H Street undercrossing
• Otay Lakes Road undercrossing
• Olympic Parkway undercrossing
• Birch Road undercrossing

In addition, two crossings are planned:

• EastLake Parkway overcrossing
• Pletcher Way undercrossing

9.6.4 High Motor Vehicle Speeds
Many of Chula Vista’s existing Class 2 bikeway facilities are on arterial roadways with relatively high posted motor vehicle speeds. This is likely to continue as new roadways are built. Experienced cyclists are generally not concerned with adjacent motor vehicle speeds, especially when they can rely on the relative safety of their own Class 2 lane or a wide curb lane. However, less experienced cyclists are more likely to find such conditions uncomfortable and may be less likely to use these high speed roadways. They may instead ride on adjacent sidewalks.

9.6.5 Loss or Degradation of Bikeway Facilities

It should be any city's policy to maintain existing bicycle facilities, both in terms of continuity and pavement quality.

Class 2 bikeways can be inadvertently lost or degraded in two ways. First, this can happen when lanes are restriped. This usually occurs at intersections when additional motor vehicle turn lanes are added and the additional space needed is taken partly from the former bike lane. In the second case, bike lanes may be degraded and effectively lost if bikeways are not carefully resurfaced and restriped following roadway and utility repairs. The result can be rough, piecemeal or even, over time, nonexistent bike lanes.

In both cases, City planning and traffic engineering officials should make certain that roadway alterations are well thought out and that comprehensive resurfacing requirements are fulfilled and bikeway facilities retained or restored before projects are considered complete and contractors' bonds released.

Utility repair in bike lane

Debris frequently accumulates in bike lanes